

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Rumania	REPORT NO.	[REDACTED]
SUBJECT	1. Soviet AF Occupation of Airfields 2. Rumanian Jet Division at Craiova 25X1C	DATE DISTR.	20 April 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. I have no information as to the numerical designation of Soviet Air Force units which reportedly occupied the following airfields:

Bucharest/Otopeni	/434N-2605E/
Bucharest/Pipera	/4429N-2607E/
Buzau	/4508N-2648E/
Constanta/Mamaia	/4409N-2836E/
Craiova	/4419N-2354E/
Zilistea	/4513N-2658E/

2. The SAF had approximately 60 YAK-9 and 10 YAK-11 piston-type aircraft stationed on Zilistea Airfield from May 1951 to March 1952. These SAF aircraft had previously been stationed on Buzau Airfield. [REDACTED] 25X1X

At the time, the SAF was using Zilistea for night flying exercises returning to Buzau only during the day. After May 1951, the SAF aircraft moved to Zilistea, thus forcing Air Cadet School No. 1 to move from Zilistea to Tecuci Airfield /4551N-2724E/ and the Center of Aviation Instruction at Tecuci to move to Buzau Airfield. As of 1950, I had seen no jet aircraft in the Buzau or Zilistea regions and have had no later reports of the presence of SAF jets in that area.

3. I believe that SAF supplies were flown into Bucharest/Baneasa /4431N-2605E/, Bucharest/Otopeni and Constanta/Mamaia Airfields. I have further information concerning logistical support.

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4. I can give no information concerning the numerical designation and location of any Soviet Division, Corps or Air Army Headquarters in Rumania.
5. I have no indication whatsoever that the SAF and the Rumanian Air Force jointly occupied any airfields. I consider this possibility very unlikely since the Soviets have always been extremely suspicious of the Rumanian military. The joint occupation of Brasov Airfield /4541N-2537E/ seemed to me to be an unpleasant temporary necessity, particularly for the SAF. [REDACTED] 25X1X
6. I have heard rumors to the effect that the SAF units in Rumania had their headquarters in Odessa. I know of no SAF headquarters in Rumania. I had heard that, shortly after World War II, Stalin's son came from Odessa to make an inspection tour of all SAF units located in Rumania. I am certain that the SAF did not have a headquarters in Bucharest, since any traffic of Soviet Air Force personnel would have been observed by me or my fellow officers. The Soviet advisers to the Rumanian Air Force always traveled in uniform and I do not believe that SAF personnel in Rumania wore civilian clothes. I am certain that there were no major SAF headquarters in Rumania.
7. The Bucharest/Pipera Airfield had been vacated by the SAF in the Spring or Summer of 1951 when all SAF aircraft stationed at this airfield were moved to Bucharest/Otopeni Airfield, on which runway extension had just been completed. 25X1A
8. As regards Craiova Airfield, [REDACTED] ian pilot that a Rumanian jet division had been occupying Craiova since April or May 1952. This jet division, I believe, was actually one of the jet regiments of the Jet Division at Ianca /4510N-2727E/ and was probably supplemented by pilots of piston-engine fighter regiments to receive training at Craiova. I have no information that SAF aircraft occupied Craiova. The 2,800 x 60-meter east to west concrete runway on Craiova had been completed in the Fall of 1951. The 4th Assault Regiment had occupied Craiova in the Spring of 1949 only, prior to the beginning of runway construction.

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